CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 2a. Profile of Selected 2000 Characteristics
Geographic Area: Lancaster County, Nebraska

Subject	Census 2000 Number	Percent
POPULATION BY AGE		
Total population	250,291	100.0
Under 16 years	51,984	20.8
16 to 20 years	23,450	9.4
21 to 24 years	22,110	8.8
25 to 44 years	75,778	30.3
45 to 64 years	50,853	20.3
65 years and over	26,116	10.4
Mean age (years)	34.2	(X)
HOUSEHOLD INCOME IN 1999 [1]		
Total households	99,254	100.0
Less than $15,000	13,330	13.4
$15,000 to 19,999	6,233	6.3
$20,000 to 24,999	7,365	7.4
$25,000 to 49,999	31,683	31.9
$50,000 to 74,999	21,553	21.7
$75,000 to 99,999	9,782	9.9
$100,000 or more	9,308	9.4
Mean household income (dollars)	52,523	(X)
Median household income (dollars)	41,850	(X)

1 See the entry for this item in the Technical Notes (attached).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 2b. Profile of Selected 2000 Characteristics
Geographic Area: Lancaster County, Nebraska

Household Size by Vehicles Available [1]

Household Size	Mean vehicles per household	Total households	Vehicles available: No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	1.77	99,255	6,760	34,025	40,450	13,255	4,765
Row percent	(X)	100.0	6.8	34.3	40.8	13.4	4.8
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	1.01	28,765	4,635	20,355	3,085	500	200
Row percent	(X)	100.0	16.1	70.8	10.7	1.7	0.7
Column percent	(X)	29.0	68.6	59.8	7.6	3.8	4.2
2-person household	1.87	34,240	1,250	7,840	20,700	3,495	955
Row percent	(X)	100.0	3.7	22.9	60.5	10.2	2.8
Column percent	(X)	34.5	18.5	23.0	51.2	26.4	20.0
3-person household	2.18	15,440	465	2,935	6,540	4,600	905
Row percent	(X)	100.0	3.0	19.0	42.4	29.8	5.9
Column percent	(X)	15.6	6.9	8.6	16.2	34.7	19.0
4-or-more-person household	2.35	20,805	410	2,895	10,125	4,665	2,705
Row percent	(X)	100.0	2.0	13.9	48.7	22.4	13.0
Column percent	(X)	21.0	6.1	8.5	25.0	35.2	56.8

1 See the entry for this item in the Technical Notes (attached).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 2c. Profile of Selected 2000 Characteristics
Geographic Area: Lancaster County, Nebraska

Means of Transportation to Work by Travel Time to Work [1]

Means of Transportation	Mean travel time to work (minutes)	Workers who did not work at home	Travel time to work: Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	17.8	133,755	23,710	63,515	29,220	10,565	6,745
Row percent	(X)	100.0	17.7	47.5	21.8	7.9	5.0
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	17.3	111,415	19,335	54,445	25,010	7,785	4,835
Row percent	(X)	100.0	17.4	48.9	22.4	7.0	4.3
Column percent	(X)	83.3	81.5	85.7	85.6	73.7	71.7
Carpooled	20.8	14,090	1,725	6,180	3,055	1,940	1,190
Row percent	(X)	100.0	12.2	43.9	21.7	13.8	8.4
Column percent	(X)	10.5	7.3	9.7	10.5	18.4	17.6
Public transportation (including taxicab)	29.7	1,600	30	430	475	400	265
Row percent	(X)	100.0	1.9	26.9	29.7	25.0	16.6
Column percent	(X)	1.2	0.1	0.7	1.6	3.8	3.9
Bicycle or walked	12.9	5,690	2,445	2,220	450	345	230
Row percent	(X)	100.0	43.0	39.0	7.9	6.1	4.0
Column percent	(X)	4.3	10.3	3.5	1.5	3.3	3.4
Motorcycle or other means	38.1	960	170	240	230	95	225
Row percent	(X)	100.0	17.7	25.0	24.0	9.9	23.4
Column percent	(X)	0.7	0.7	0.4	0.8	0.9	3.3

1 See the entry for this item in the Technical Notes (attached).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

NOTES ON CTPP 2000 PROFILES

1. GEOGRAPHIC LEVEL REPORTED: Data are limited in most cases to State and County totals.

2. DATA ROUNDING: In CTPP 2000 and other special tabulations from Census 2000, figures that do not duplicate data released in standard census products are being rounded. Therefore, certain tables in the CTPP profile sheets contain rounded numbers. In these tables values from 1 through 7 have been rounded to 4, and values greater than or equal to 8 have been rounded to the nearest multiple of 5.

3. DATA SOURCE IS DECENNIAL CENSUS LONG FORM: All of the data in the CTPP Profile is from the "long form." The data will not match the short form (100% count) data exactly.

4. MICROSOFT EXCEL 97 PROBLEM: There is a display problem when the CTPP2000 profiles in html format are opened in Microsoft Excel 97. The problem is that the second column (column B) of the spreadsheet is hidden from view. To display column B, right-click the mouse over either the column A or column C header, and choose Unhide from the pop-up menu. This problem appears to be corrected in later versions of Microsoft Excel.

5. MEANS OF TRANSPORTATION TO WORK: Public transportation includes bus or trolley bus, streetcar or trolley car, subway or elevated, railroad, ferryboat, and taxicab. In subsequent CTPP2000 tabulations, taxicab will generally be included in the "other means" category. However, in the CTPP profiles taxicab has been included in public transportation, similar to aggregations used in the Census 2000 demographic profiles.

6. TRAVEL TIME TO WORK: In the 1990 Census (including the CTPP data), the maximum travel time assigned to any worker was 99 minutes. Workers who reported travel times of 100 minutes or more were coded to 99 minutes in 1990. The maximum travel time was increased to 200 minutes for Census 2000, thus the 2000 data are more accurate because they include the actual value for these long trips. The impact of this coding change is that increases in travel time between 1990 and 2000 are somewhat over-stated. At the national level, the Census Bureau estimates that about 29% (0.9 minutes) of the 3.1-minute increase in average travel time is attributable to the coding change.

7. HOUSEHOLD INCOME IN 1999: In a small number of cases, the mean household income and median household income figures shown in the CTPP2000 profiles differ from those published in other Census 2000 products. These differences of one dollar are the result of software rounding differences and hardware numeric precision differences between the two platforms used to create the products.

8. VEHICLES AVAILABLE: The data in CTPP2000 on vehicles available are tabulated for households. This is different than in standard census products, where data on vehicles available are tabulated for housing units. Although the estimates are usually quite close, the number of housing units is not always equal to the number of households, because the Census Bureau calculates weights differently for housing units and households. Therefore, the distribution of vehicles available shown in CTPP2000 will not exactly match the distribution presented in standard census products.

(F)

Transportation and Access for the Elderly in the City of Lincoln
Werner Committee Presentation (October 23, 2002)

Research group members: James Davidsaver, Rebecca Goodvin, Seema Kakran, Jessica Nelson and Charles Schwaderer

Overview

America is experiencing an increasing aging population. The 2000 Census showed Lancaster County had 33,727 persons 60+ years old (13.5% of the population). By 2010, its estimated 20% of the nation's population will be 60 and older. With many older people outliving their abilities to safely drive a car, they will likely suffer from a lack of mobility in a society dependent on the personal automobile for transportation.

Mobility and Access Issues for the Aging

Problems facing access and mobility of the elderly are readily identifiable.

1. The physical process of aging results in a diminished capacity to drive.
2. More and more elderly people are living independently making mobility and access even more important.
3. The aging process results in the necessity for increased medical care, preventative and other.
4. Some older drivers experience self-imposed isolation by giving up or limiting their driving privileges due to fear and/or discomfort as a driver.
5. Psychologically, interaction with others becomes more important for the elderly
6. The elderly limit their use of public transportation due to safety concerns.

Previous Studies

Two studies, the 1990 Lincoln Study of Elderly Transportation and the 1999 Orange County, CA, "Senior Transportation Analysis," serve as the foundation for this project. The Lincoln study collected data from the transportation providers and recommended changes to run the system more efficiently but its survey did not extend to specific recommendations for elderly community members. The aim of this project is to fill this gap left by the 1990 study.

The 1999 Orange County Study examined the travel behavior of the elderly and found significant interest in adapting the current transportation system to encourage and increase senior ridership. This project will see if this same interest exists in Lincoln.

Method

To create a profile of Lincoln's elderly travel behavior, this project will gather information on: 1) modal choices of the elderly; 2) health, physical condition and safety concern factors influencing modal choice; 3) knowledge of available transportation services; and 4) satisfaction-dissatisfaction with current services.

After identifying principle stakeholders including the elderly, the research group will conduct focus group discussions with elderly participants and personal interviews with principle stakeholders from the transportation services sector to gather the necessary data. These data will be evaluated through open-coding of the responses. Categories will be created based on response patterns and weighted accordingly.

Summary

This is a pilot project aimed at soliciting direct input from the elderly and transportation service providers in Lincoln. This information could be used to develop a specific survey instrument(s) to be used in a comprehensive research project of Lincoln's elderly access issues.

(F)

Circulator Route Research Group Summary
Werner Committee Presentation (October 23, 2002)

Research group members: *Mitchel Herian, Christopher Larimer, Tucker Omel, Tyson Poskochil, Meghan Sittler, Christine Stroud, Brent Wilson*

Introduction
The central focus of our topic will be the effectiveness of circulator routes currently implemented in the city of Lincoln, with emphasis on the "Star Shuttle" route that runs throughout the downtown area. The two shuttles assigned to this route operate on a 24-minute cycle, and service runs from 9:30 a.m. to 4:45 p.m. on weekdays.

Utilization of the Service
The Star Shuttle route, which operates in the downtown area between R-G Streets, may be well-suited to travel needs of its current users. However, the group believes that the service is under-utilized and can be improved to meet the needs of current users while enticing the general population to consider it as a viable alternative. The route should be responsive to the downtown travel needs of employers, employees, shoppers, visitors, people with special needs, and the transit dependent.

In order to attract a vast array of audiences, this method of public transportation must also be sensitive to the diverse needs of bus riders and potential riders. Therefore, several factors must be considered, including the origins and destinations of riders, peak and non-peak service hours, along with timeliness, frequency, comfort, and other aesthetic factors necessary to attract those who would find the service beneficial. Modifications, therefore, may include, for example, a revision of routes, bus stop locations, headways, and external and internal aesthetic dimensions.

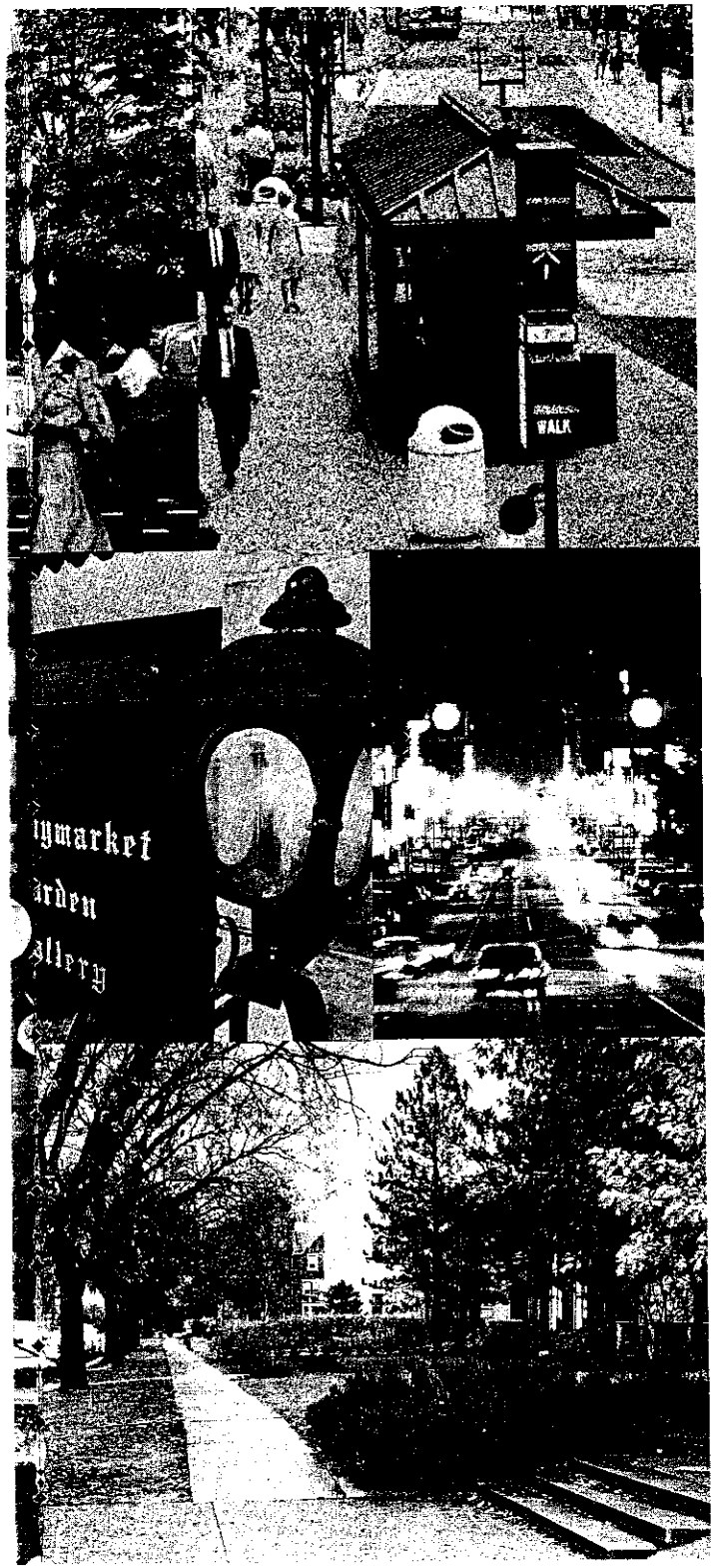
Modification and enhancement of the existing circulator route in the downtown district carries the potential to create a number of improvements that are essential to the growth, development, and overall improvement of the city of Lincoln. The three primary areas of success that could be achieved from this are economic, environmental, and social changes, each of which will be briefly discussed.

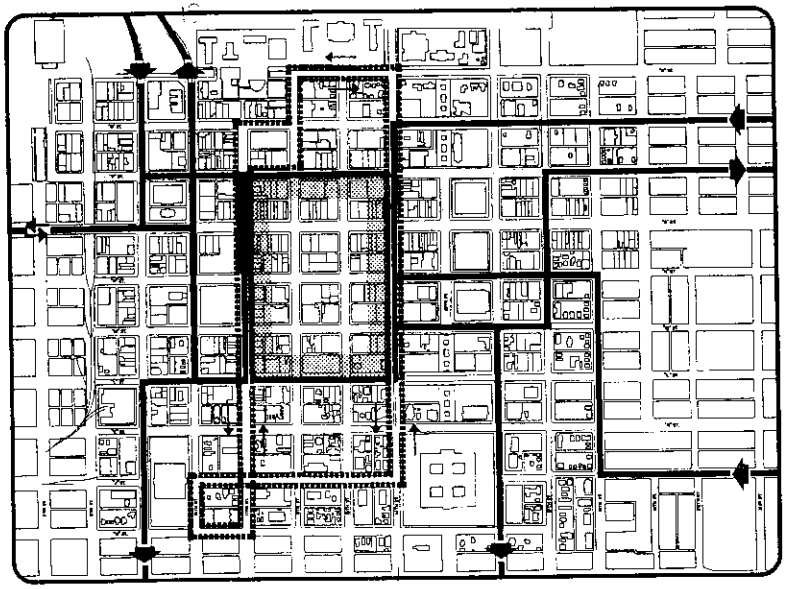
Economic, Environmental, and Social Benefits
An increased reliance on mass transit in the downtown area could, in turn, lead to a revitalization of downtown and the immediate surrounding neighborhoods. When employees and customers can take transit to downtown destinations as quickly, conveniently, and less expensively than using a personal automobile, and when people downtown have the ability to move easily from destination to destination throughout the area (for business and personal trips), the expense, congestion, and inconvenience of having an automobile in the core of the city will no longer be a major deterrent to locating businesses downtown. In addition, extended periods of operation may lead to more persons seeking and promoting entertainment businesses that attract local residents and visitors to the downtown for movies, the arts, and dining out.

Utilization of mass-transit via improved circulator routes will also mean an improvement in environmental conditions. More reliance upon the circulator route downtown will result in the reduction of automobile trips thereby leading to a decrease in traffic congestion, fewer auto emission, better traffic flow, and safer streets.

Through successful modification of the downtown circulator route, a number of social improvements could result. Public transportation, in conjunction with its counterpart, pedestrian trips, increases the sociability of an area, leading to feelings and perceptions of friendliness, safety, and vitality of a business district.

Aim of the study
Based upon the literature, the Lincoln / Lancaster County Comprehensive Plan, the StarTran Task Force and the Werner Transportation Committee, we are interested in analyzing the existing downtown Lincoln circulator route (Star Shuttle) and making recommendations for feasible alternatives based on current and potential Star Shuttle users. We will identify little-used, unnecessary or redundant stops, identify origin and destination nodes, and suggest improvements to maximize transit coverage and service utilization within the downtown and Haymarket areas. Ultimately, we hope to provide a foundation for a more effective circulator route that serves Lincoln's primary business, dining and entertainment district.





1974 "Lincoln Center"

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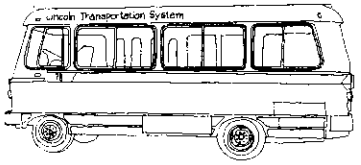
City bus routes
(selected examples)

Downtown transit loop

Mini-bus route

Transit waiting and
layover area



5. transit system concept

A direct, efficient, and convenient transit system could do much to promote and enhance Lincoln Center.

City-wide transit provides an important service for dependent riders, gives all downtown employees and patrons an alternative modal choice, and can have significant impact on energy conservation. Mini-buses could complement this city-wide system, link together activity centers, and carry people from nearby residential districts into the central area.

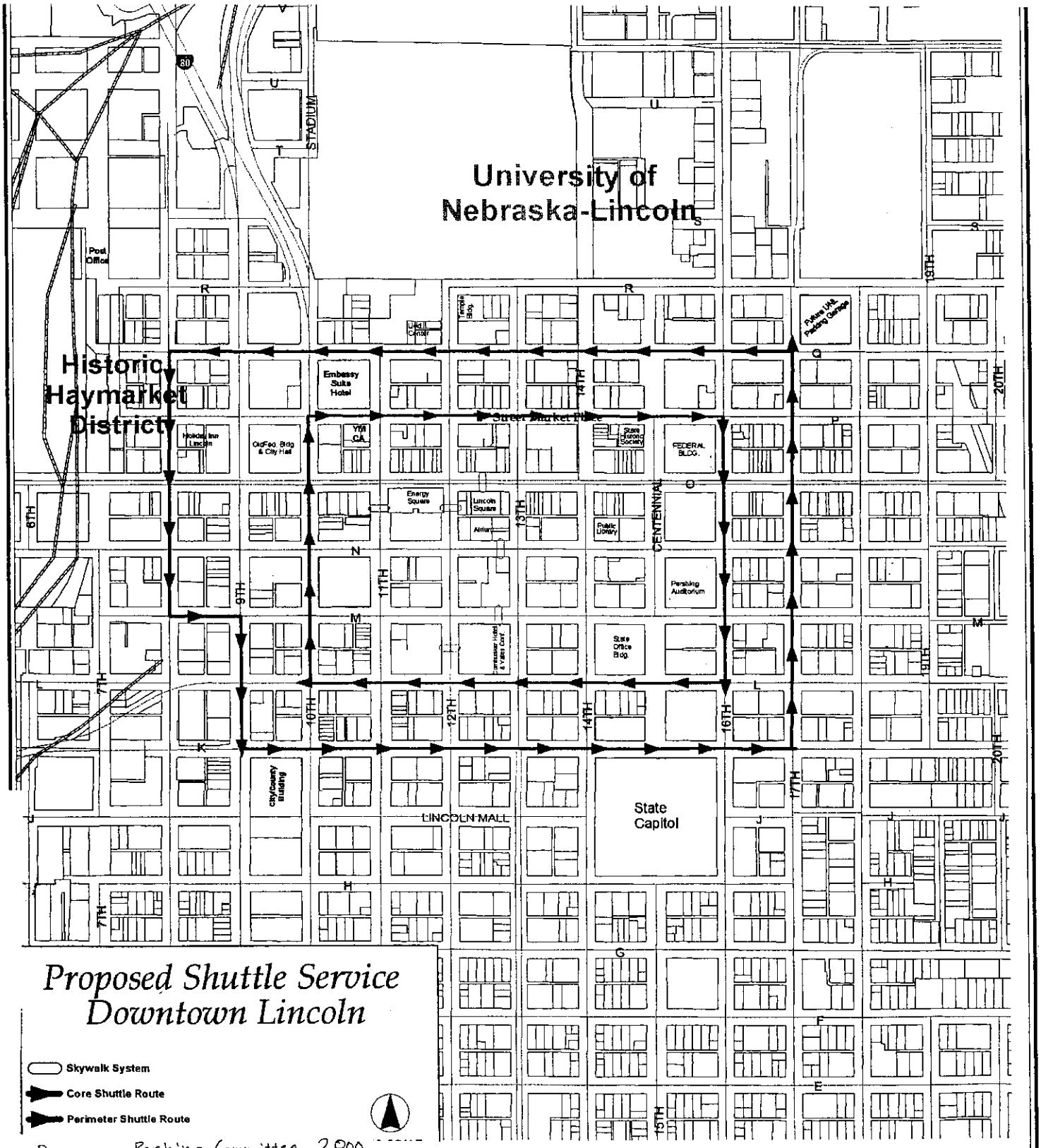
The *city bus concept*[1] is centered around a comprehensible, easily recognizable downtown transit loop. All city bus routes would be connected to this loop and traverse it in a clockwise direction along 11th, "P", 14th, and "L" Streets. This internal loop would provide for efficient and convenient distribution and collection of passengers from a large portion of the central area, especially the large employment concentrations. In addition, a special transit terminal and layover area, located along 11th Street in the core area, would provide a centrally-located collection point for all routes.

The *mini-bus concept*[2] focuses around a shorter, more comprehensible and easily remembered two-way loop system which would provide improved access between the core and key downtown employment concentrations. Several basic types of mini-bus service might be provided. *Fixed route service,* following the loop system, could be offered between 7:00 A.M. and 6:30 P.M. and serve the university, the retail core, the Capitol Building area, City-County Building, and the Central Transit Terminal. This route could run in both directions, with short headways.

Special mini-bus service could be provided during peak hours between peripheral parking lots and principal downtown destinations. In addition, *demand-responsive services* could link hotels, conference facilities, and residential areas with the central area.

[1] The transit system concept has not been approved as part of the overall planning framework. It will become one of several concepts to be evaluated as part of the city's forthcoming transit study.

[2] *Ibid.*



Proposed Shuttle Service
Downtown Lincoln

Skywalk System
Core Shuttle Route
Perimeter Shuttle Route

Downtown Parking Committee, 2000